

BALTIMORE CITY DEPARTMENT OF PLANNING
URBAN DESIGN AND ARCHITECTURE REVIEW PANEL

MEETING MINUTES

Date:	March 24, 2016	Meeting No.: 223
Project:	2001 W. Cold Spring Lane Redevelopment	Phase: Revised Schematic
Location:	Cold Spring Lane and I-83	

PRESENTATION:

Mr. Donald Kann, representing Kann Partners Architects advised the Panel that the project parameters had been modified since the Schematic Design approval dated December 11, 2014. Ms. Alice Jones of Floura Teeter Landscape Architects provided an overview of site design.

Mr. Kann provided a refresher overview of site context and existing conditions, an overlay of the existing buildings and the proposed building. Key changes and features include:

Background and Revised Program

- 1) The site is currently zoned B-2-3, and will be rezoned to TOD-2 under Transform
- 2) The program for Phase 1, a 5 acre parcel, has been modified to include:
 - a) An entry drive with surface parking for 48 - 50 cars
 - b) Approximately 8,000 SF of ground floor retail facing the entry drive
 - c) 280 market rate apartment units
 - d) A modified “Texas donut” configuration with a 450 space structured parking garage and an interior courtyard
 - e) Residential amenities, both internal on the ground floor and a pool deck, will face south, overlooking the ravine

Design

- 1) Site plan
 - a) Island divided entry from Cold Spring Lane
 - b) Dual perpendicular parking stalls line the front of the retail on both the north and west sides
 - c) Pass-through with gated entry to a private amenity courtyard
 - d) A dedicated 10’ dual bicycle lane runs parallel to the main entry drive connecting to a path at the south end of the site linking to the Jones Falls Trail system on either end of the development
 - e) Retail streetscape includes:
 - i) 5’ tree planting beds
 - ii) 10’ pedestrian walkway that may also accommodate Café seating
 - iii) Site furniture

- iv) Pedestrian scale lighting
 - v) Materials and detailing may include and take clues from industrial/mill architecture consistent with the area
 - f) Residential drop off plaza with accent paving and special planting
 - g) Overlook terrace with low walls and a pavilion, and views to the dell
 - h) The main entry currently terminates in a cul-de-sac/rotary
 - i) Streetscape on the west side of the main entry drive will match Phase 1, and will occur when Phase 2 is constructed
 - j) A fire lane that extends from the north loading area, along the east façade parallel to Jones Falls, and looping back along the southern leg of the building
 - k) A loading court with an island turnaround is provided between the north face of the building and a retaining wall at Cold Spring Lane
 - l) 3 streetscape sections through the retail street, the loading court and Cold Spring Lane, and the north retail parking area and Cold Spring Lane show drive lanes, planting, some special paving, and the bike lane
- 2) Massing and Elevations
- a) The building will be designed as an assemblage of industrial/mill buildings, reminiscent of mill buildings in the area
 - b) Two major massing moves were presented
 - i) At the mixed use portion of the building with double loaded corridors
 - (1) retail base with sign bands, canopies or awnings
 - (2) 3 story vertical window openings between brick pilasters, approximately a unit width each, with balconies inserted
 - (3) a continuous slightly recessed 5th floor
 - (4) capped by a mansard roof
 - (5) a turned gable marks the vehicular drop-off
 - (6) the rear double loaded leg at the southeast corner also has a similar expression
 - ii) The single loaded corridor portion of the building that backs to the garage
 - (1) 5 story pilasters
 - (2) Metal spandrel and paired windows
 - iii) Other features
 - (1) Vertical stair towers to the roof
 - (2) Metal clad with window wall vertical “joints” between the two building mass alternatives

RECOMMENDATION OF THE PANEL:

The Panel was generally pleased with the proposed changes to building use and site/building organization. The Panel offered the following specific comments:

- 1) Site plan
 - a) Consider parallel parking on one side of the street to allow in order to provide additional planting and to reduce overall street width between buildings
 - b) Pass-through with gated entry to a private amenity courtyard

- c) Consider placing a planting strip buffer between the dedicated bicycle lane and parked cars
 - d) Consider increasing retail sidewalks from 10' to 15' to allow for adequate Café seating and site furniture
 - e) Study the residential drop off further, and refine the materials/paving patterns to work sympathetically with the drop-off condition at the residential lobby, once fully developed
 - f) Reconsider adding a more direct path and bridge to light rail station, similar to prior schemes
 - g) Build as much of the streetscape as feasible with the first phase, including the bike lane, and tree and planting strips on the west side of the entry drive
 - h) Consider integrating the fire lane from the north loading area along the east façade parallel to Jones Falls into the landscape with structured earth or pervious paver blocks that support planting
 - i) Restudy the loading court and island turnaround in order to provide landscape buffer along Cold Spring Lane in lieu of sidewalk adjacent to a retaining wall
 - j) 3 streetscape sections through the retail street, the loading court and Cold Spring Lane, and the north retail parking area and Cold Spring Lane show drive lanes, planting, some special paving, and the bike lane
- 2) Massing and Elevations
- a) The breakdown of building massing as an assemblage of industrial/mill buildings seems like a reasonable starting place.
 - b) Consider re-orienting the garage to run north-south to reduce the amount of single loaded corridor residential and to enlarge the private use courtyard
 - c) The panel suggested further study and refinement, including a more modern or contemporary approach rather than one with strong historical references
 - d) In lieu of duplicating the vertical pier expression for all buildings, consider incorporating portions of mass wall with punched openings
 - e) Consider varying sill heights and window expressions for living areas and bedrooms to add variety
 - f) Site conditions and orientation may further influence contextual response and architectural expression of each mass and facade
 - g) Strike the right balance with authenticity, and avoid a dishonest copy.
 - h) Commit to more authentic massing with occasional irregularity.
 - i) Site conditions and orientation may further influence contextual response and architectural expression of each mass and facade
 - j) Study the proportion and expression of the connections among the various masses
 - k) Study clear ceiling heights provided in the retail areas of the project that will provide for adequate heights in potentially larger spaces.
 - l) Consider providing intermediate supports via columns or masonry piers to properly the scale of the opening to courtyard amenity
 - m) Carefully develop the retail storefronts, including signage and lighting
 - n) Consider metal colors, avoiding painted copper green

PANEL ACTION:

The panel recommends approval of the revised Schematic Design with further study of critical design elements noted above. The panel looks forward to additional design refinement and discussion in response to comments.

Attending:

Cass Gottlieb, Vipul Talwar, Donald Kann – Kann partners

Dan Galluzzo – Aquity

Matthew Allen – Klein Enterprises

Alice Storm Jones – Floura Teeter

Sam Neuberger – Manekin LLC

Carla Ryon, Bob Rosenfelt - CMR

Planning Department - Thomas Stosur, Anthony Cataldo, Wolde Ararsa, Reni Lewal, Don Ziegler, Laurie Feinberg

UDARP Panel Members – Ms. Pavlina Ilieva, Messrs. Gary Bowden, Rich Burns, and David Haresign*